

South Central Waterfront Advisory Board August 21, 2017

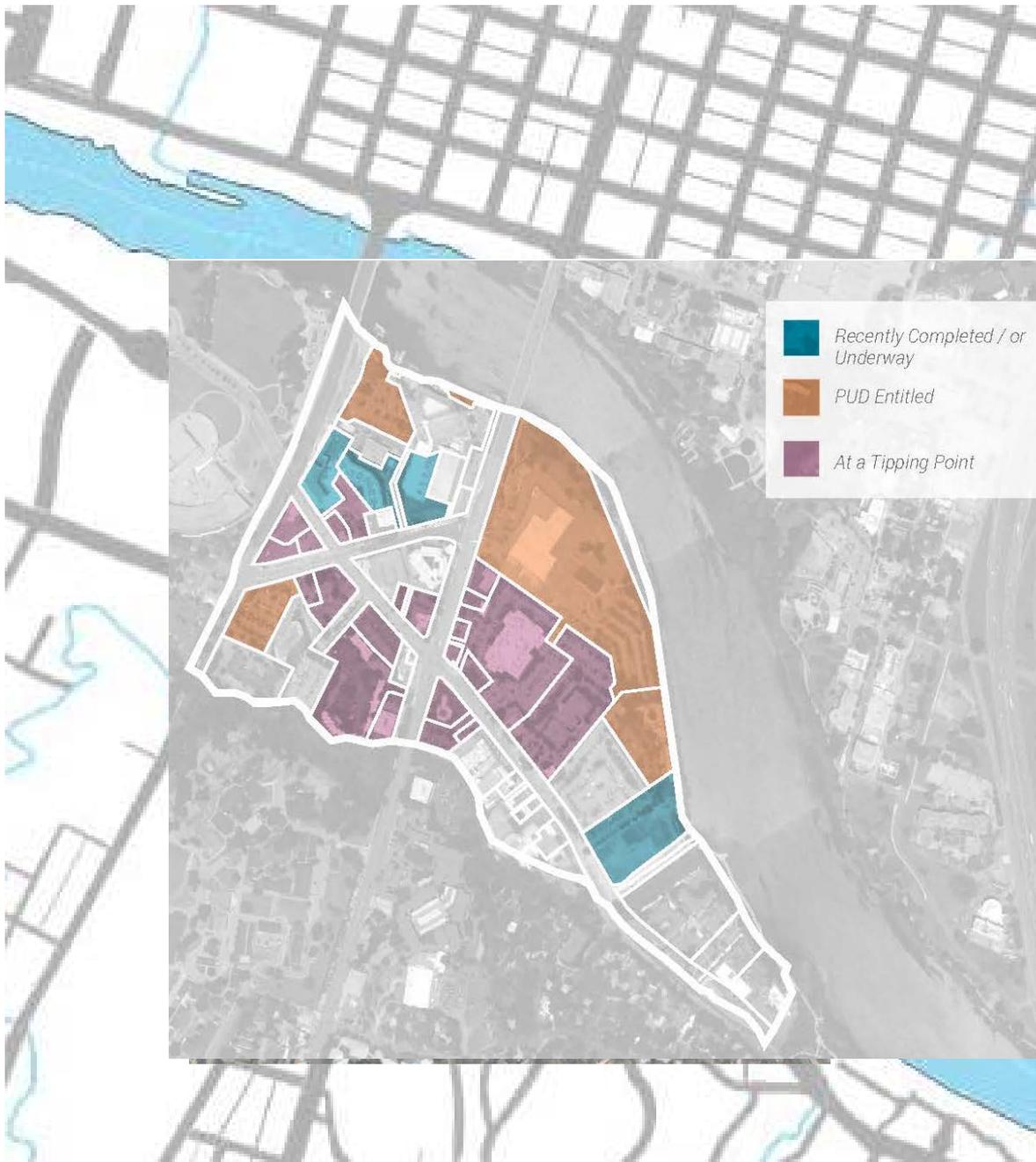
Briefing: Regulating Plan



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PAZ | Urban Design Division

**South Central Waterfront Vision
Illustrative Plan**

South Central Waterfront Today



- ❖ Strategic location – Redevelopment Pressures
- ❖ Lack of Infrastructure, Connectivity
- ❖ Patchwork of Private Parcels
- ❖ Big Changes Coming

SCW TOMORROW: Under Current Entitlements

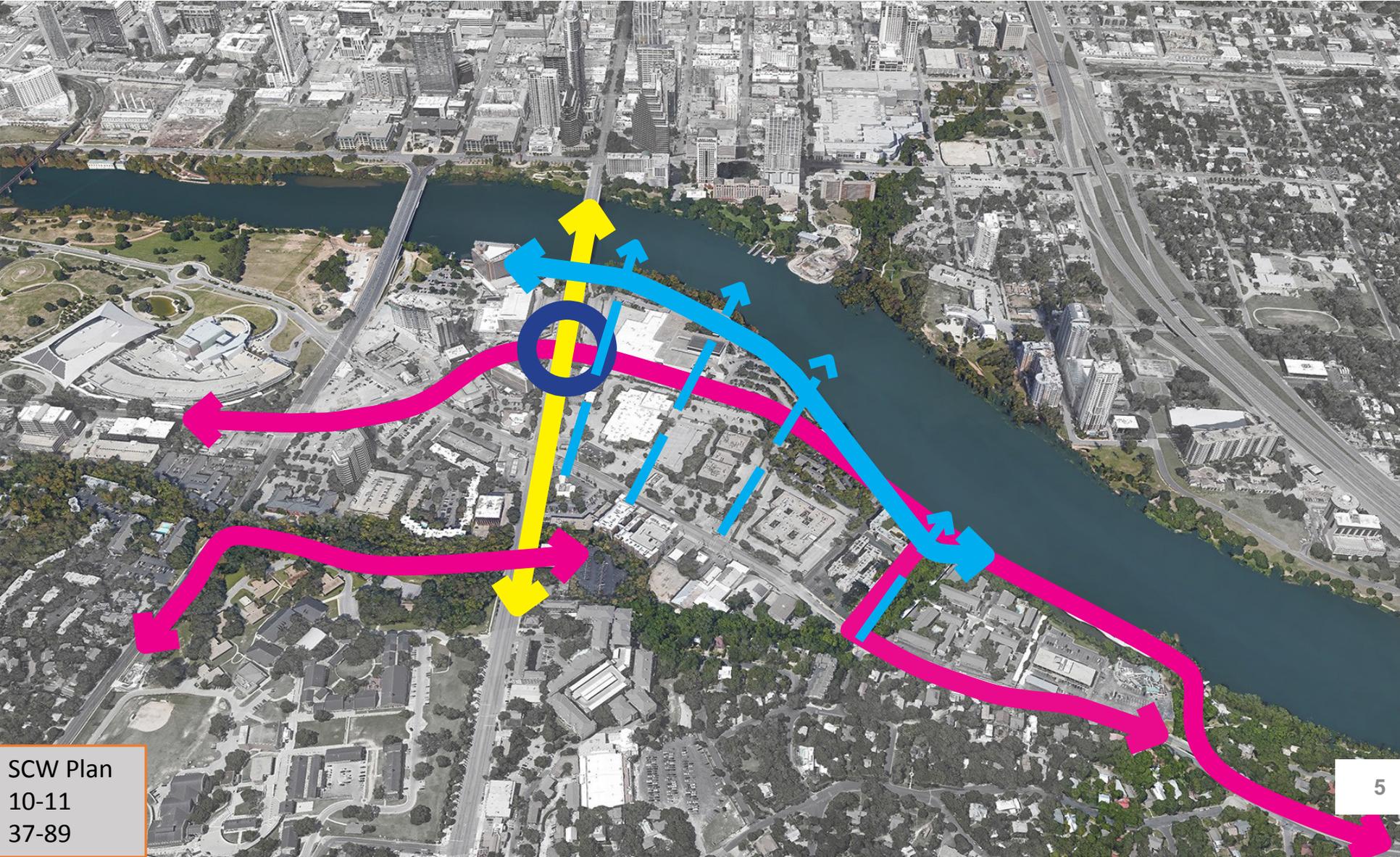


South Central Waterfront Vision Framework Plan

Three requirements for successful transformation:

- **A Physical Framework:** green streets, pedestrian connections & open space for a great public realm.
- **A Financial Framework:** district-wide value capture, strategic capital investments and bonus entitlements to fund public realm and affordable housing.
- **A Proactive City Framework:** public-private partnerships and leverage city assets in order to achieve community goals.

PHYSICAL FRAMEWORK: A network of streets, pedestrian connections and open spaces for a great public realm



Public Realm First for Rational Development

1. Expanded Waterfront Open Space
2. Catalyst Open Space, Trails & Green Streets
3. Developer added Green Streets
4. Existing Roadway Improvements
5. Public Realm Framework for development



Existing Conditions & Alternative Futures:

The Public Realm *(public right-of-ways + public places & open spaces)*



Circulation & Transportation: Street Classification

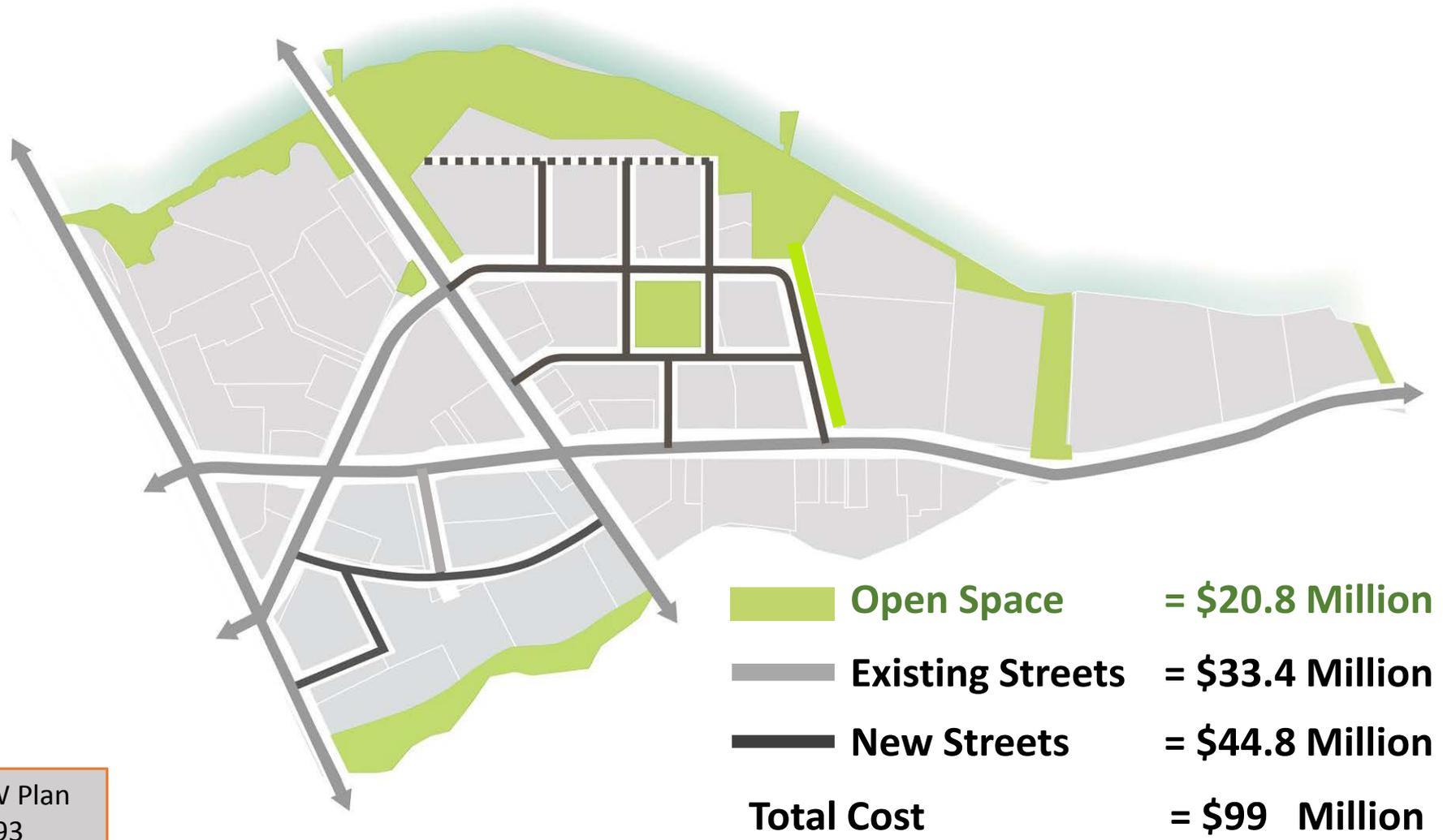


Circulation & Transportation: Layered Connectivity

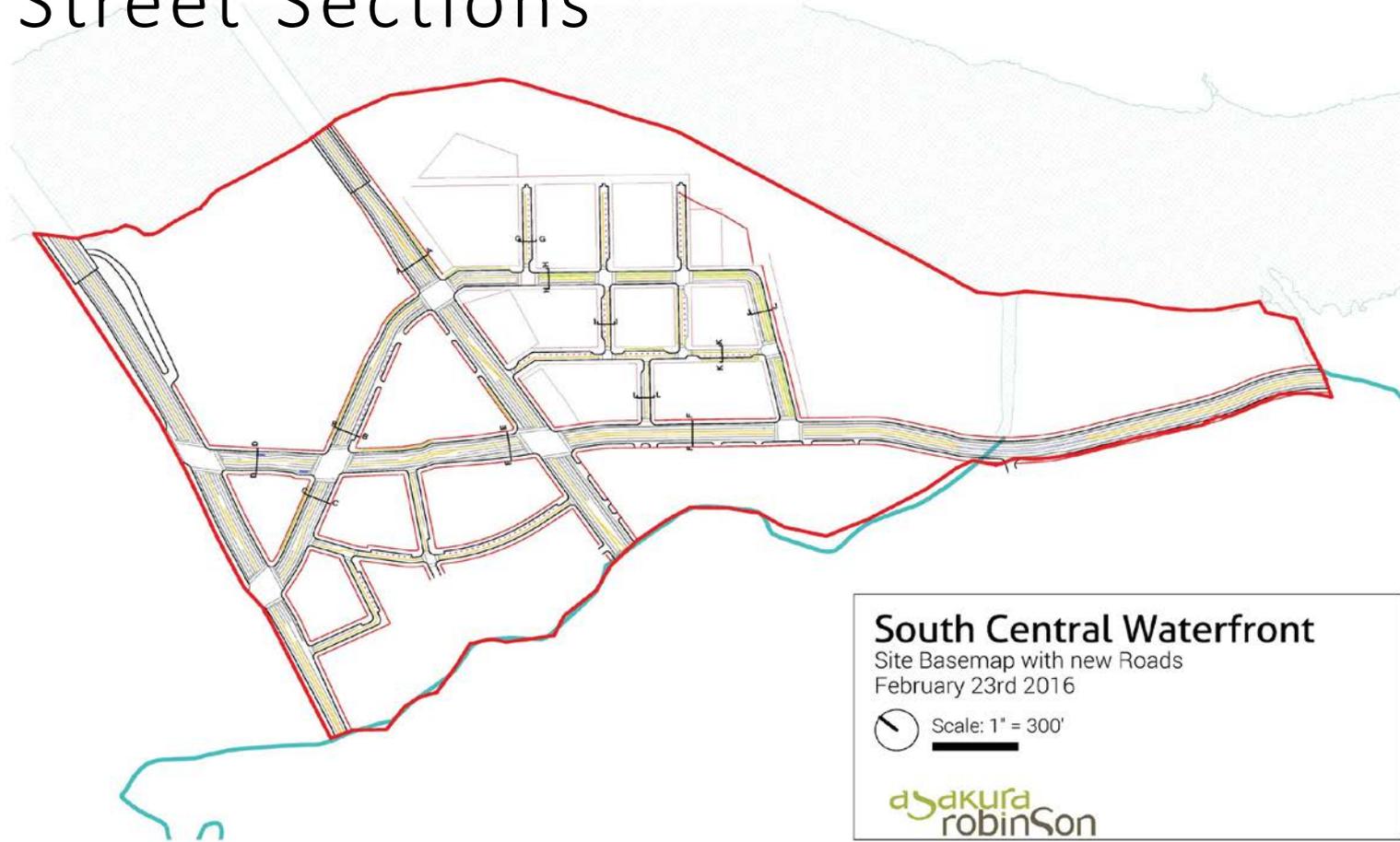


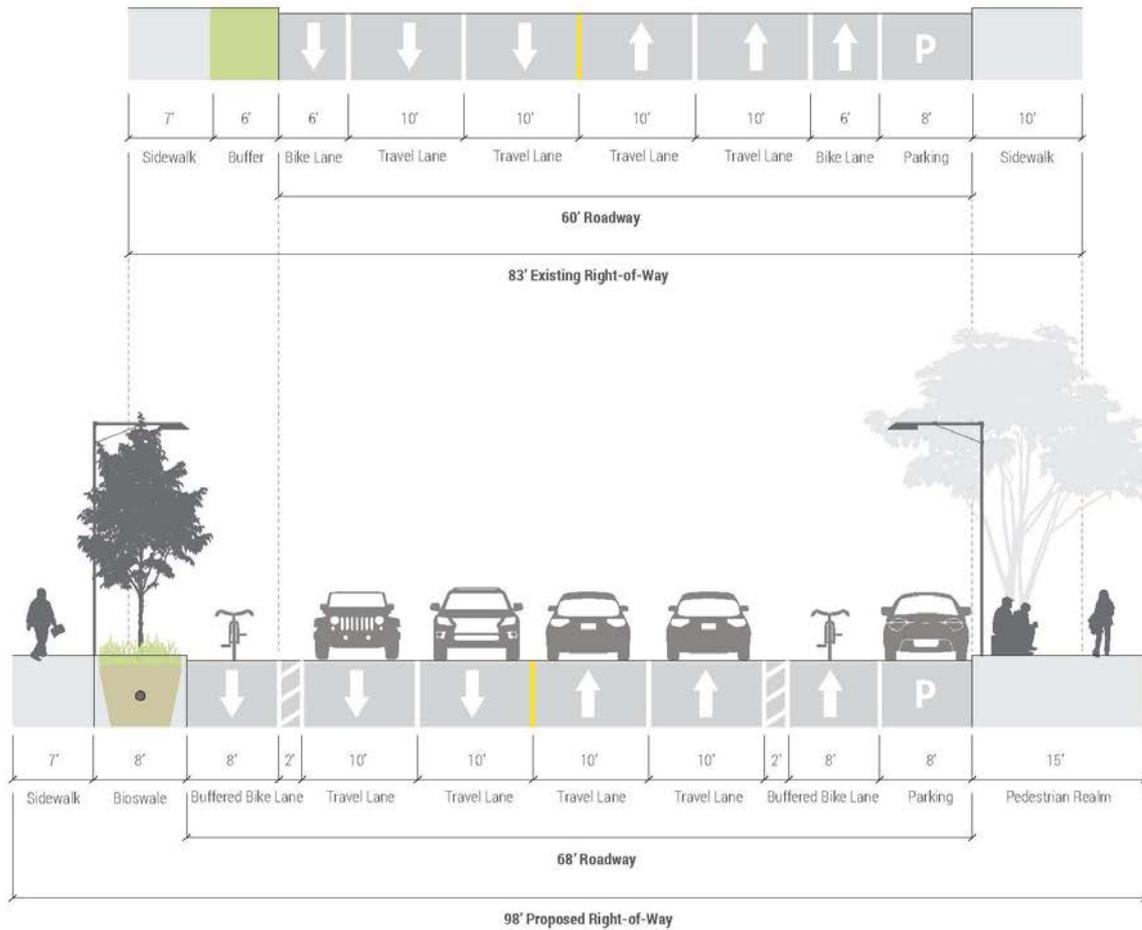
- Trails
- Protected Bikeways
- Bike Lanes

Dollars & Sense: Funding the Public Realm Vision

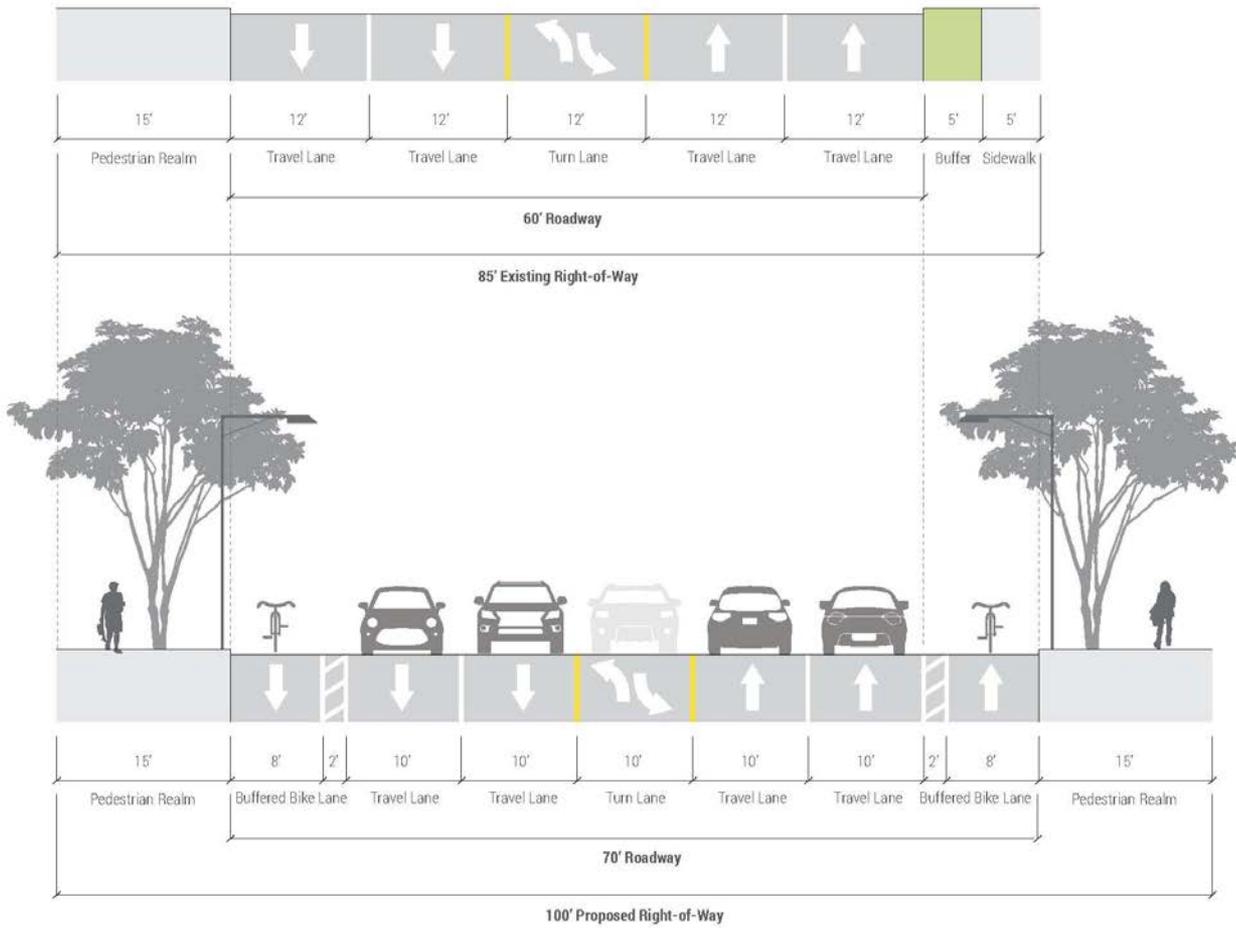


I. Street Sections





Section B - Barton Springs Road (1)



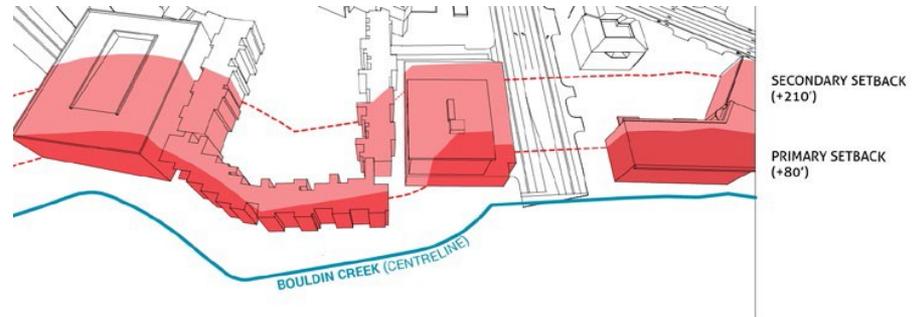
Section F - East Riverside Drive

Designing for Nature

The South Central Waterfront is defined by water, and the stewardship of Bouldin Creek and Lady Bird Lake has been a central pillar of this initiative from the very beginning. The SCW Initiative seeks to define the relationship between development and the water in a way that current policy alone cannot. Bouldin Creek in particular is hemmed in by buildings and impervious surfaces despite the efforts of previous studies, organizations, and rules. Based on the economic and urban design analysis from the SCW Initiative, many of the properties that abut Bouldin Creek - some as close as 20' - are virtually impossible to redevelop because of several existing overlays. In practice, this means that the existing buildings will continue to encroach on the creek and waterfront setbacks and prevent public access in the foreseeable future. Recalibrating the existing guidelines to allow more development and consolidate setbacks in exchange for permanent public access and green infrastructure to manage runoff may be the best way to realize the vision of the original Town Lake Master Plan and create a green corridor along Bouldin Creek.

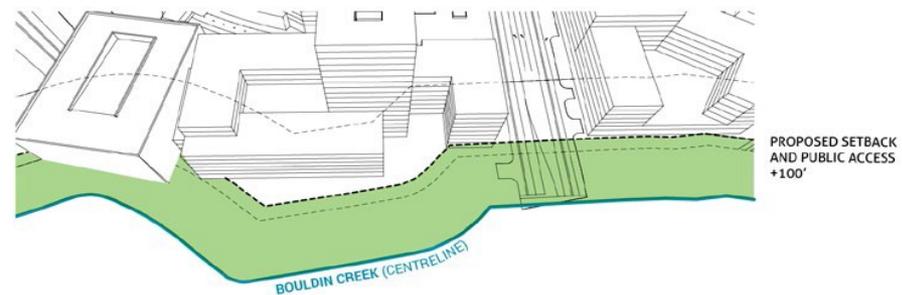
Existing Conditions

Buildings are set as close as 20' from the Creek, leaving little or no space for stormwater management or public access. Primary and secondary setbacks of 80' and 130', respectively, are intended to protect the environment around Bouldin Creek. The practical effect, however, is that these rules hamper feasible redevelopment at many locations, which perpetuates an undesirable situation. It should be noted that the 2008 Waterfront Overlay Task Force (see p. 21) discovered that the original 1986 Waterfront Overlay Ordinance prescribed a secondary setback of 50' for East Bouldin Creek, rather than the current 130' secondary setback. The Task Force recommended that the code be revised to make the primary and secondary setbacks total 130', as per the 1986 code, instead of the current 130' secondary setback and 210' total setback. This recommendation was not put in place.



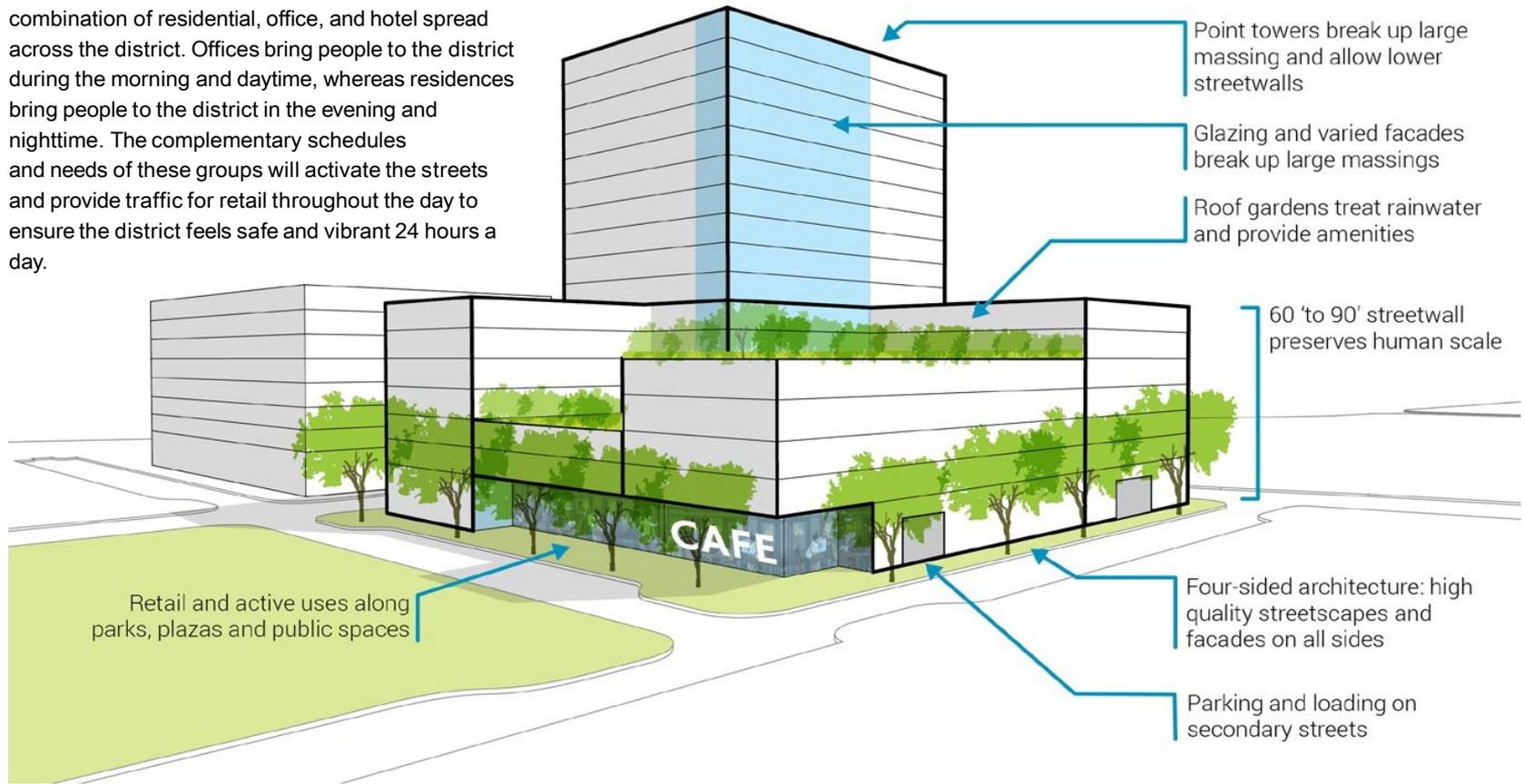
Vision

An opt-in provision that consolidates the existing setbacks with a 100' primary setback respects the water quality zone while making redevelopment feasible for properties along the creek. These new developments would be required to ensure public access within the entire water quality zone, provide stormwater management plans, and design the facade facing the creek to the same level as those fronting a public plaza or street.



Designing for People 24 / 7

Mixed use redevelopment is encouraged in the South Central Waterfront, with shops, restaurants and other active uses at the street level, and a combination of residential, office, and hotel spread across the district. Offices bring people to the district during the morning and daytime, whereas residences bring people to the district in the evening and nighttime. The complementary schedules and needs of these groups will activate the streets and provide traffic for retail throughout the day to ensure the district feels safe and vibrant 24 hours a day.

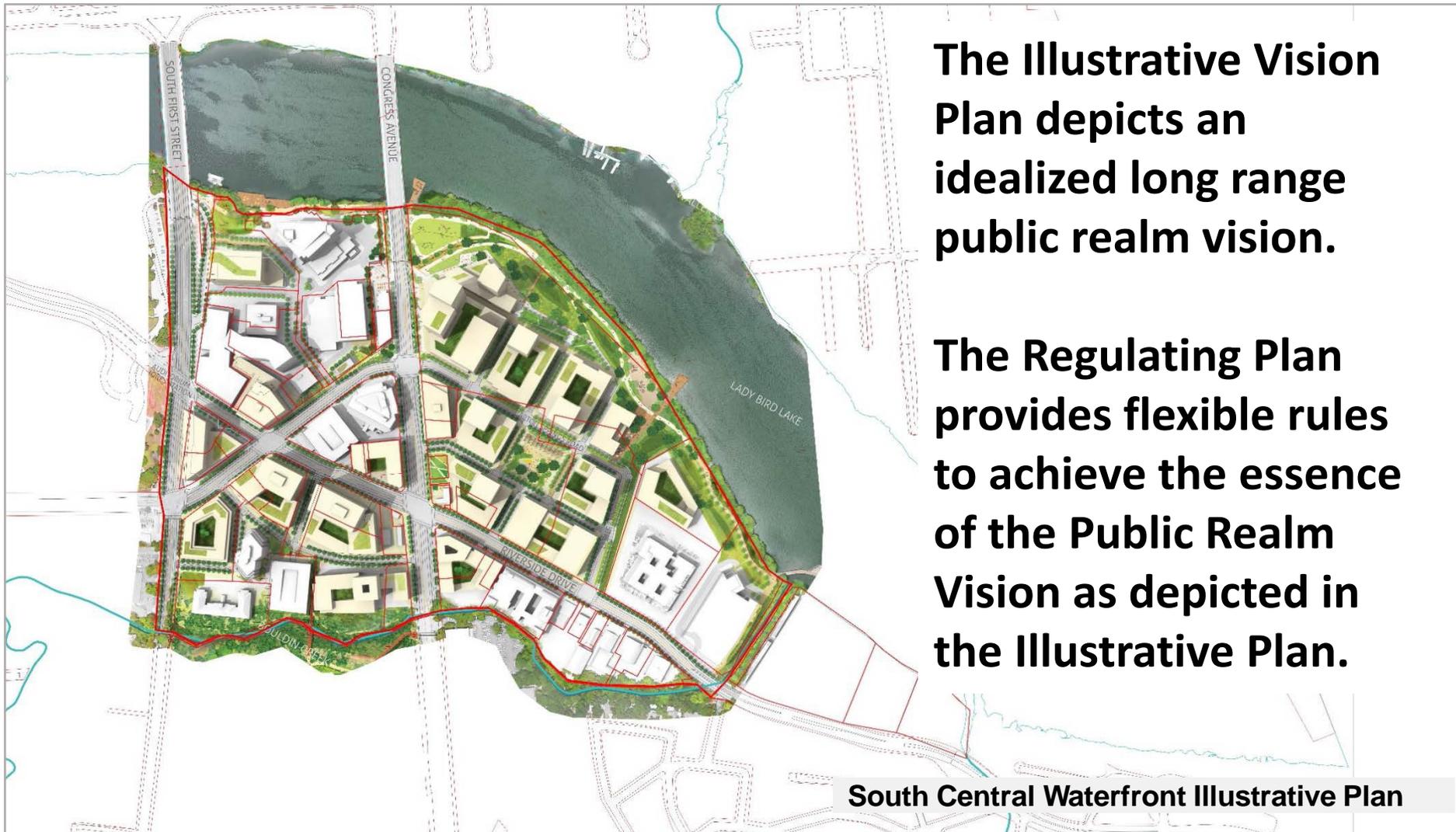


Underway



City Action	Timeframe		Key Partners	
	0-1 yr	2+ yr	City	Other
<p>Initiate Public Improvement District evaluation</p> <p>To evaluate the feasibility of a Public Improvement District, the City will need to engage property owners in a similar process to the tax increment study. The process should:</p> <ul style="list-style-type: none"> Engage with private property owners and the Downtown Austin Alliance. Since part of the area is already within a PID, the City will need to 1) assess the benefits and costs of expanding the PID or creating new one. Identify potential PID eligible projects and programs and conduct detailed PID projections on project/program costs. Identify assessments required to achieve PID goals Complete the steps required for PID adoption, detailed in the Local Government Code Chapter 372. Improvement Districts in Municipalities and Counties (http://www.statutes.legis.state.tx.us/Docs/LG/htm/LG.372.htm) 	X		Economic Development, Finance	Coordinate with taxing jurisdictions, Downtown Austin Alliance. Potential consultant support
<p>Initiate Development Corporation / Authority Evaluation</p> <ul style="list-style-type: none"> Evaluate potential structures for a South Central Waterfront Development Authority 	X		Economic Development, Finance, Legal	Potential consultant support
<p>Transfer of Development Rights.</p> <p>Evaluate the potential of a TDR ordinance that defines TDR areas and develops a sender and receiver structure. The structure would address among other factors:</p> <ul style="list-style-type: none"> How to value development rights. How the development rights can be used by the receiving entity (e.g., more FAR and/ or height as well as other conditions such as possible affordable housing commitment either on site or a fee-in-lieu). Who is eligible to buy the rights (e.g., private property owners and developers, the City, non-profits). There are several possible "sender" properties. Three of these could include One Texas Center (related to affordable housing), the Cox properties (related to the waterfront park), and the Crockett properties (related to the plaza). 	X		Legal, CodeNEXT	Potential consultant support
<p>Develop a Regulating Plan</p> <p>The City should aim to set up regulatory conditions that lead to changes in the entitlements to the area over time.</p> <ul style="list-style-type: none"> Incorporate incentives and form-based code provisions to provide clarity for public realm and urban design intentions 		X	Coordinate with CodeNEXT staff and consultants	

South Central Waterfront: Draft Regulating Plan for the Public Realm



The Illustrative Vision Plan depicts an idealized long range public realm vision.

The Regulating Plan provides flexible rules to achieve the essence of the Public Realm Vision as depicted in the Illustrative Plan.

South Central Waterfront Illustrative Plan

South Central Waterfront: Draft Regulating Plan for the Public Realm

1. REQUIRED STREETS

A. Barton Springs Drive East

- Extend from existing intersection with Congress Avenue to Riverside Drive, generally eastward along the joint property line of the Cox and Crockett parcels, and southward along the eastern edge of the Crockett property.
- Minimum right-of-way of 76 feet per the South Central Waterfront Plan.
- Final alignment to be negotiated with the affected property owners.

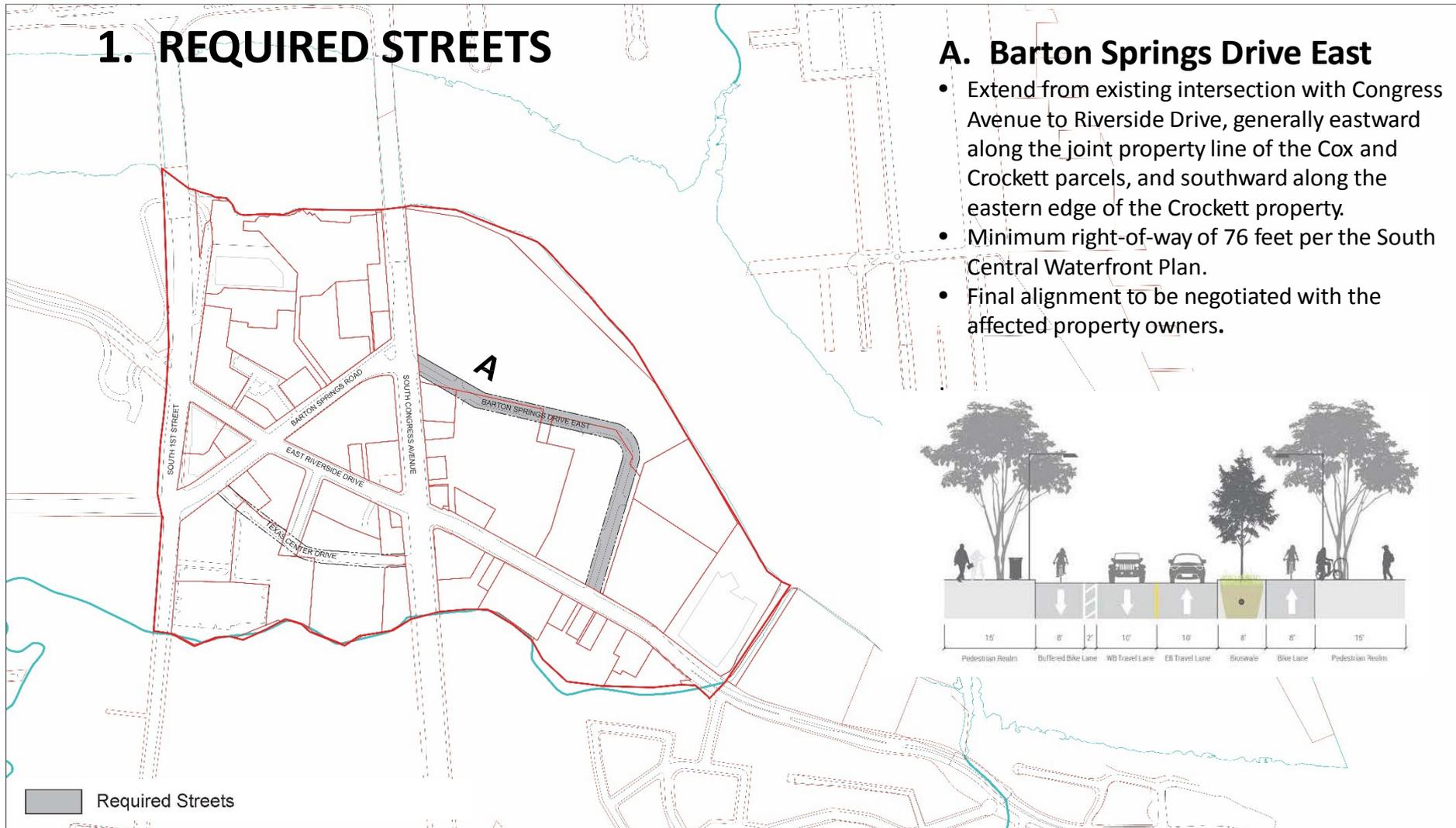


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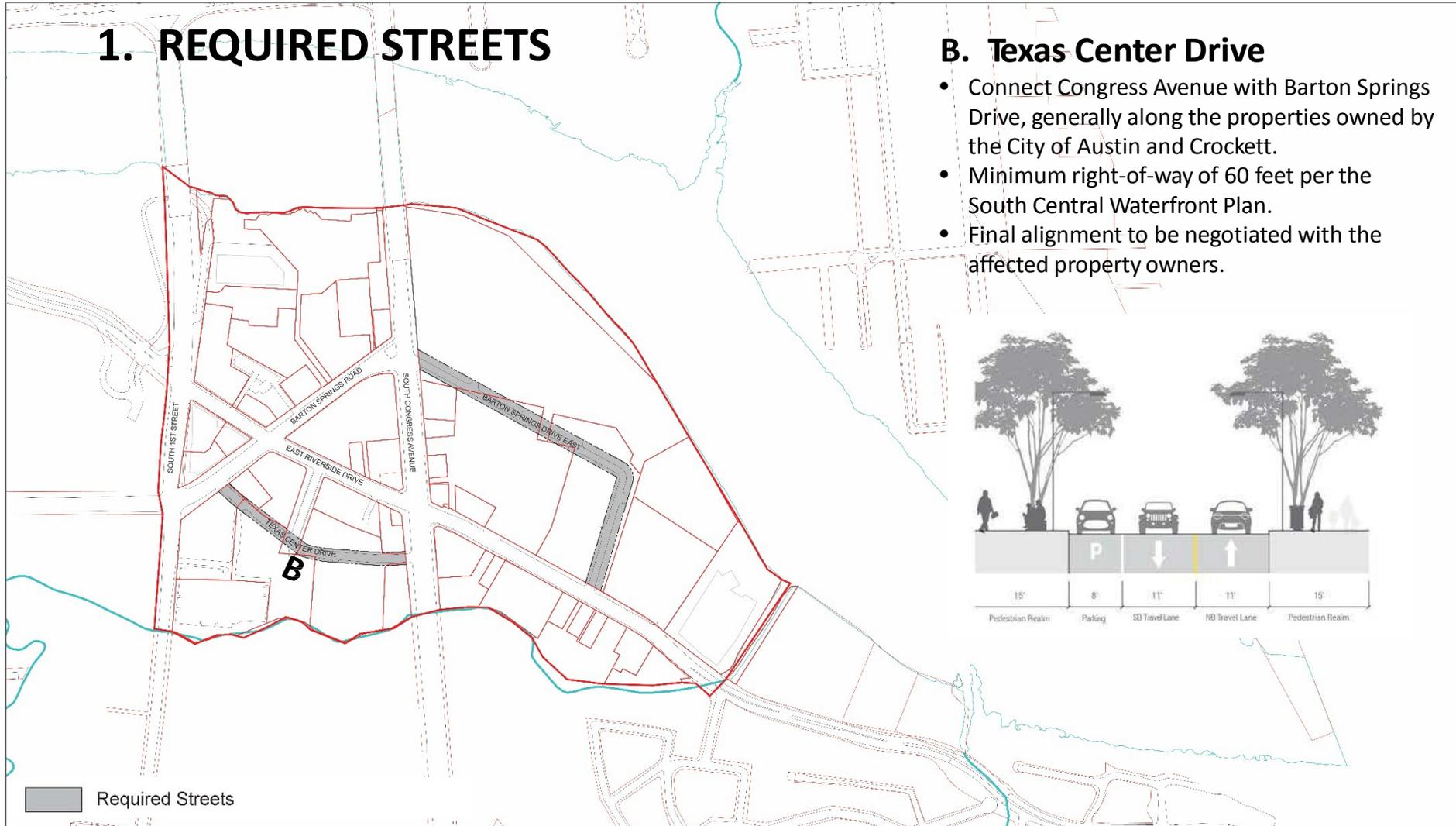
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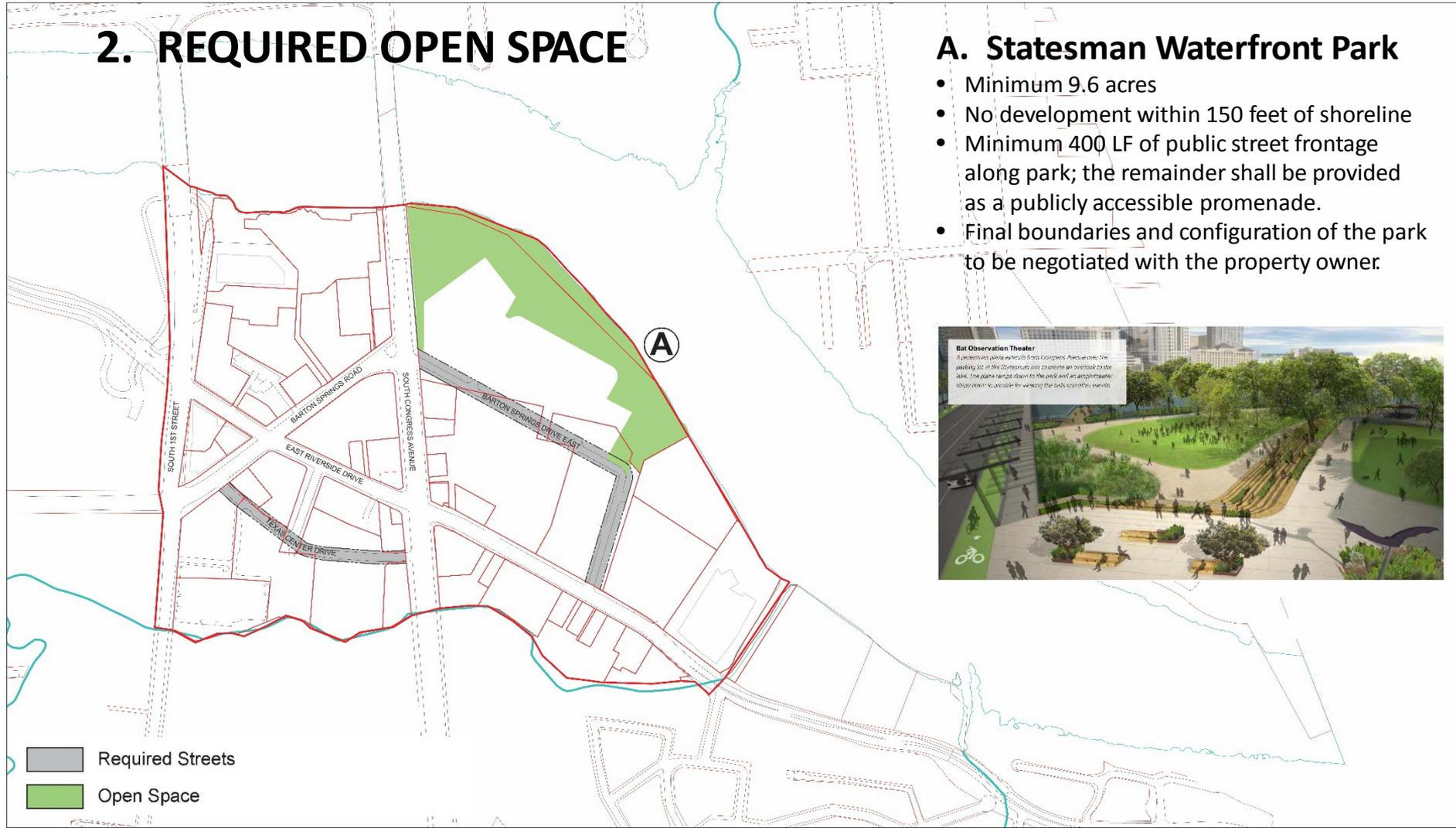


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2. REQUIRED OPEN SPACE

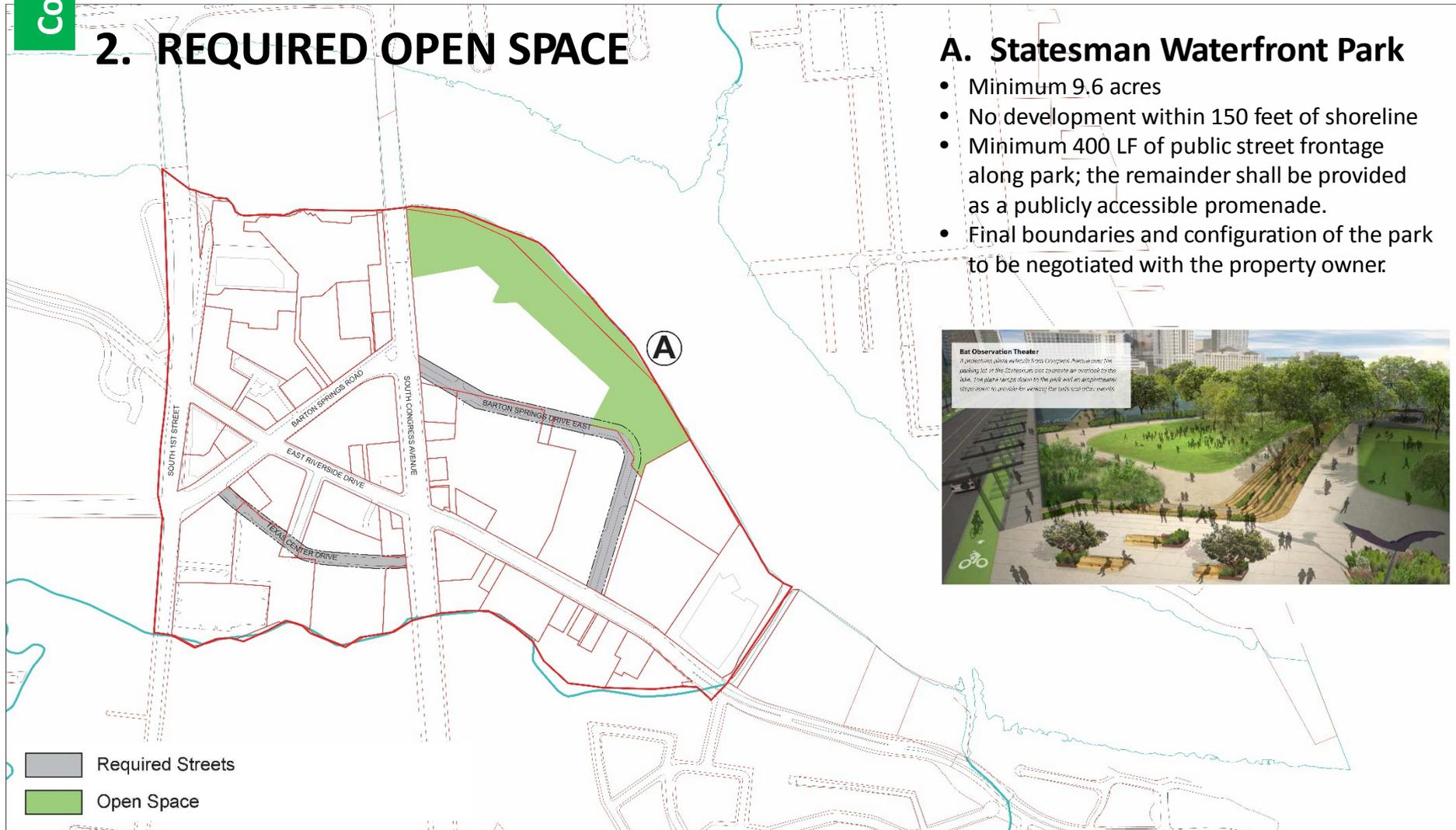
A. Statesman Waterfront Park

- Minimum 9.6 acres
- No development within 150 feet of shoreline
- Minimum 400 LF of public street frontage along park; the remainder shall be provided as a publicly accessible promenade.
- Final boundaries and configuration of the park to be negotiated with the property owner.



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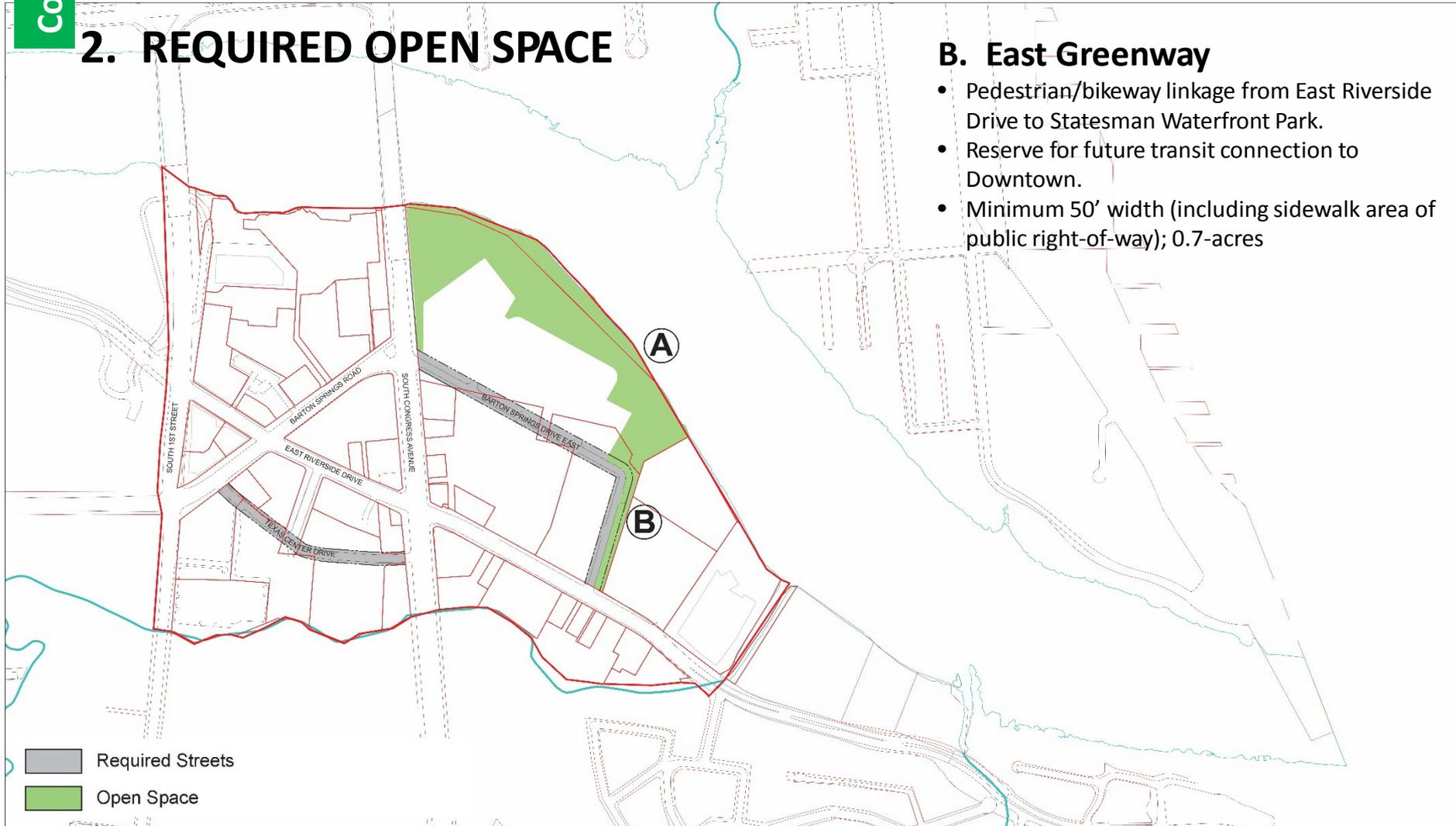


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2. REQUIRED OPEN SPACE

B. East Greenway

- Pedestrian/bikeway linkage from East Riverside Drive to Statesman Waterfront Park.
- Reserve for future transit connection to Downtown.
- Minimum 50' width (including sidewalk area of public right-of-way); 0.7-acres

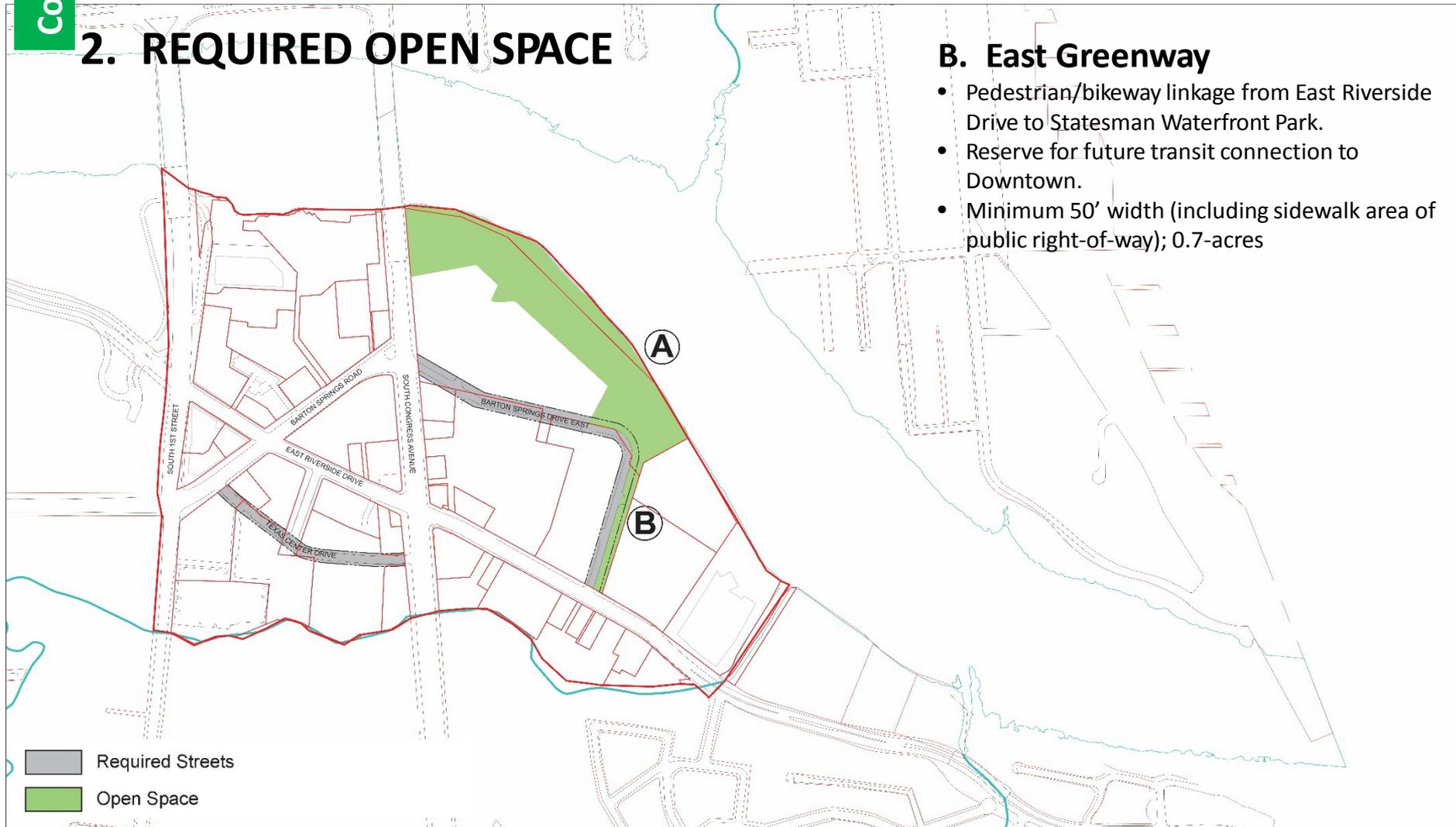


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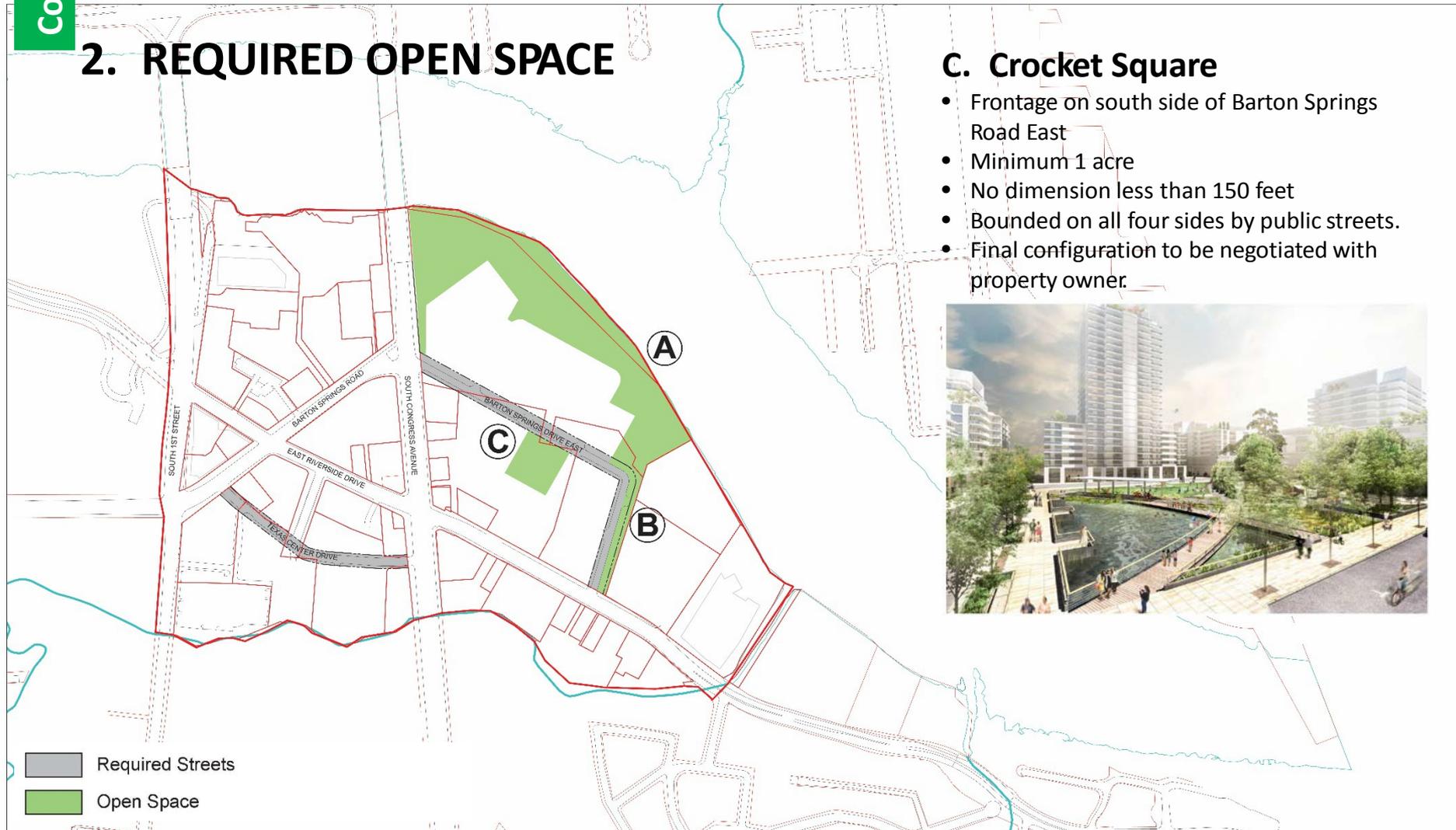


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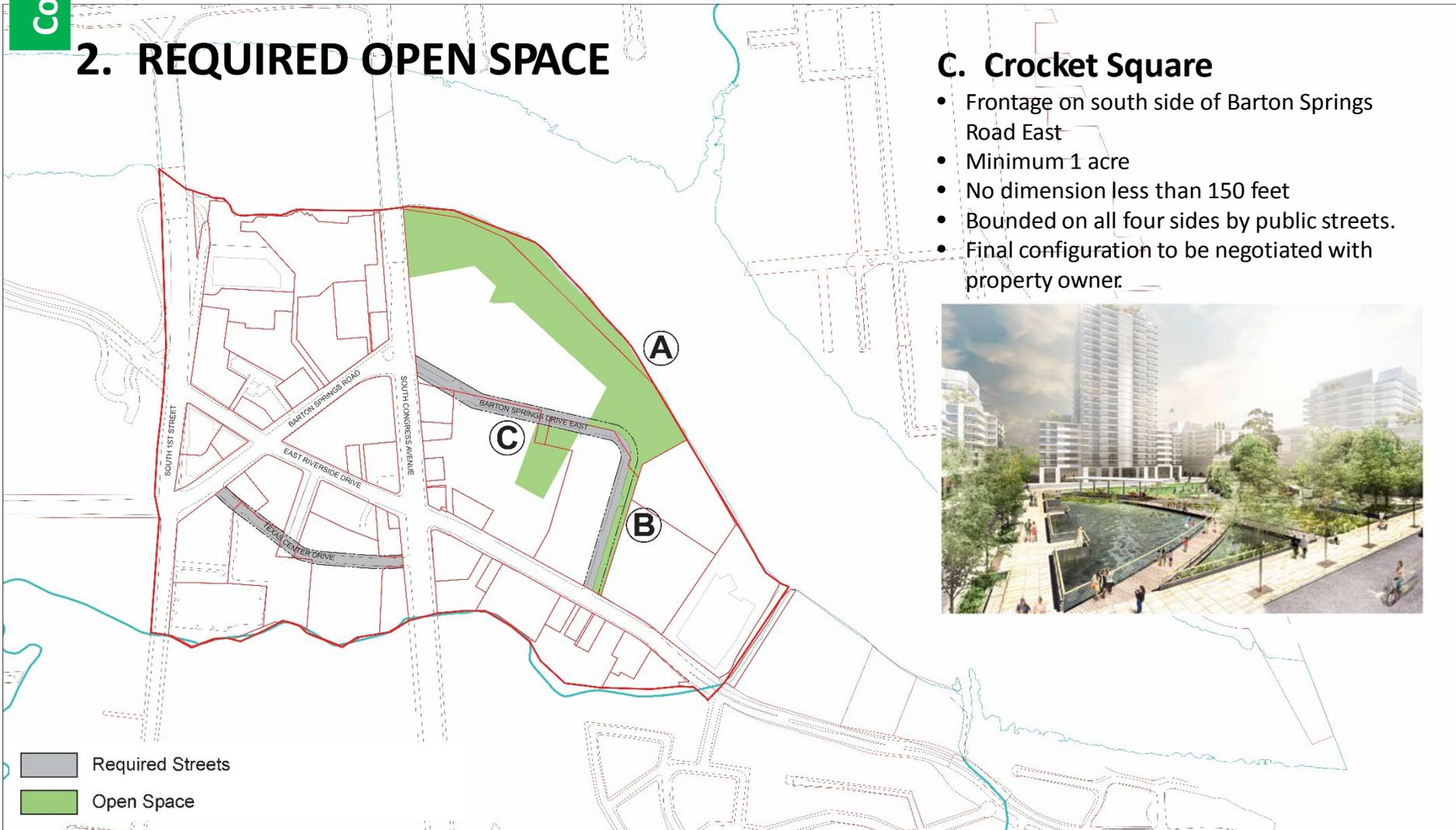
C. Crocket Square

- Frontage on south side of Barton Springs Road East
- Minimum 1 acre
- No dimension less than 150 feet
- Bounded on all four sides by public streets.
- Final configuration to be negotiated with property owner.



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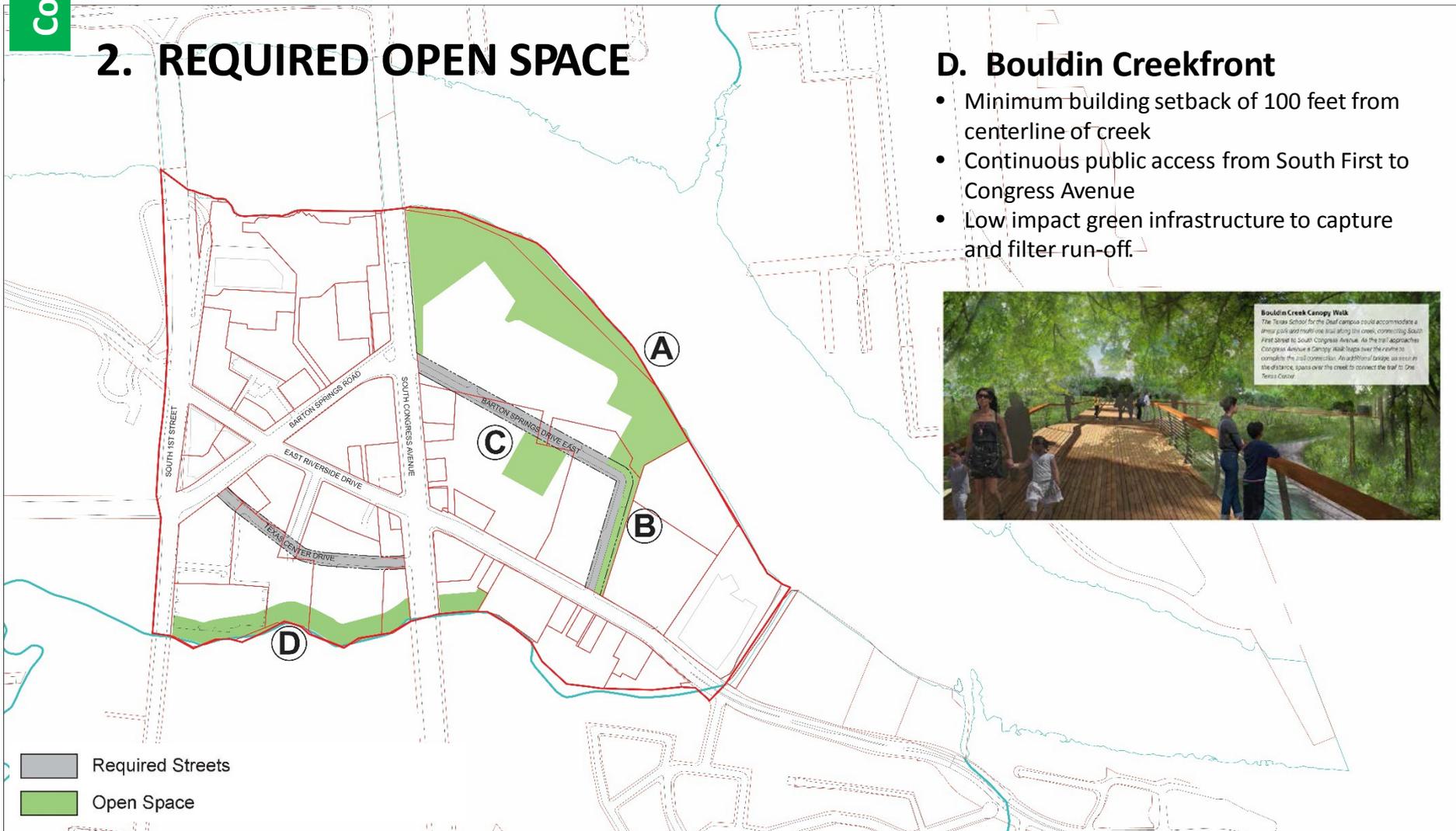
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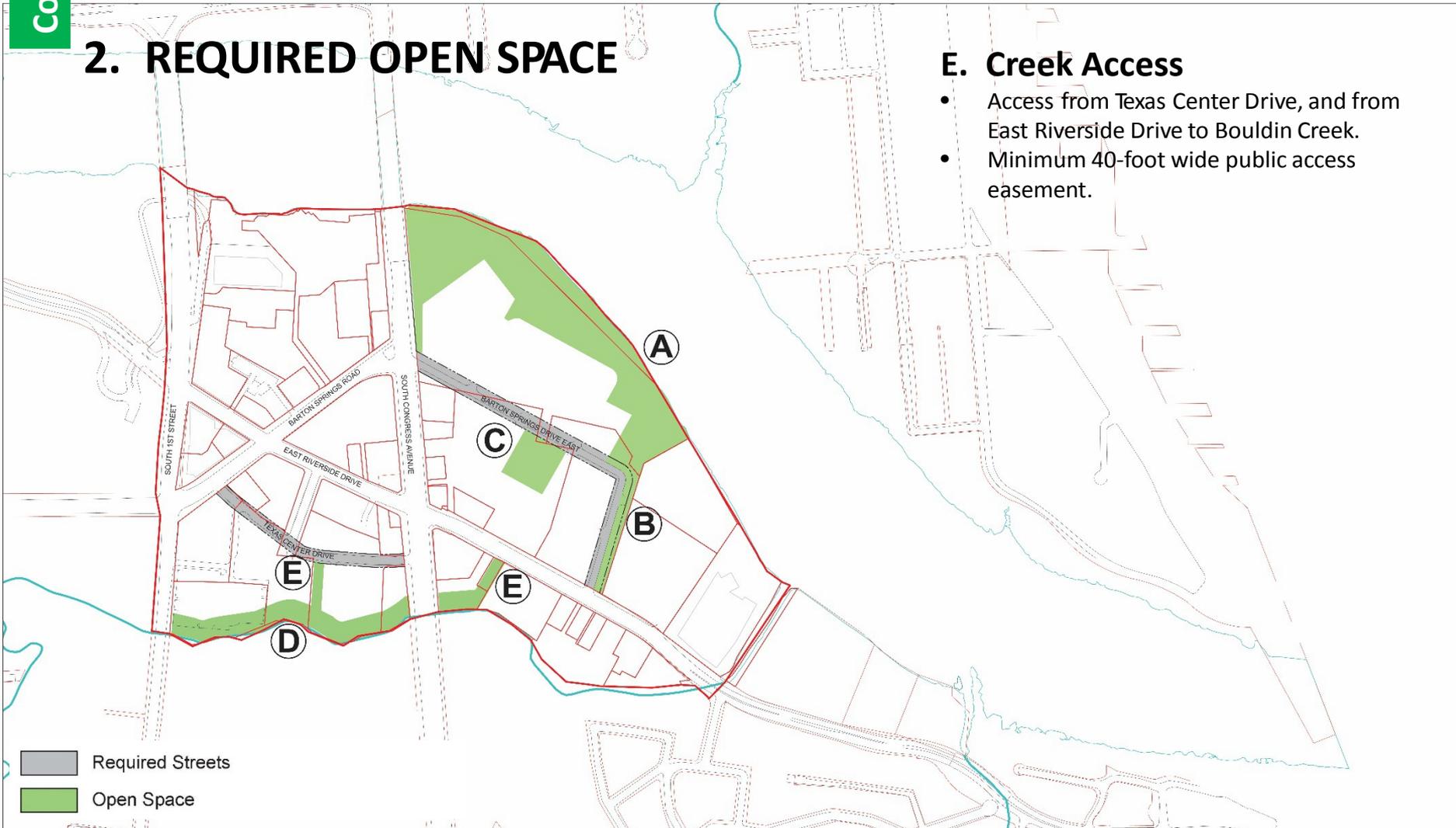


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2. REQUIRED OPEN SPACE

E. Creek Access

- Access from Texas Center Drive, and from East Riverside Drive to Bouldin Creek.
- Minimum 40-foot wide public access easement.



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2. REQUIRED OPEN SPACE



F. Barton Springs Plaza

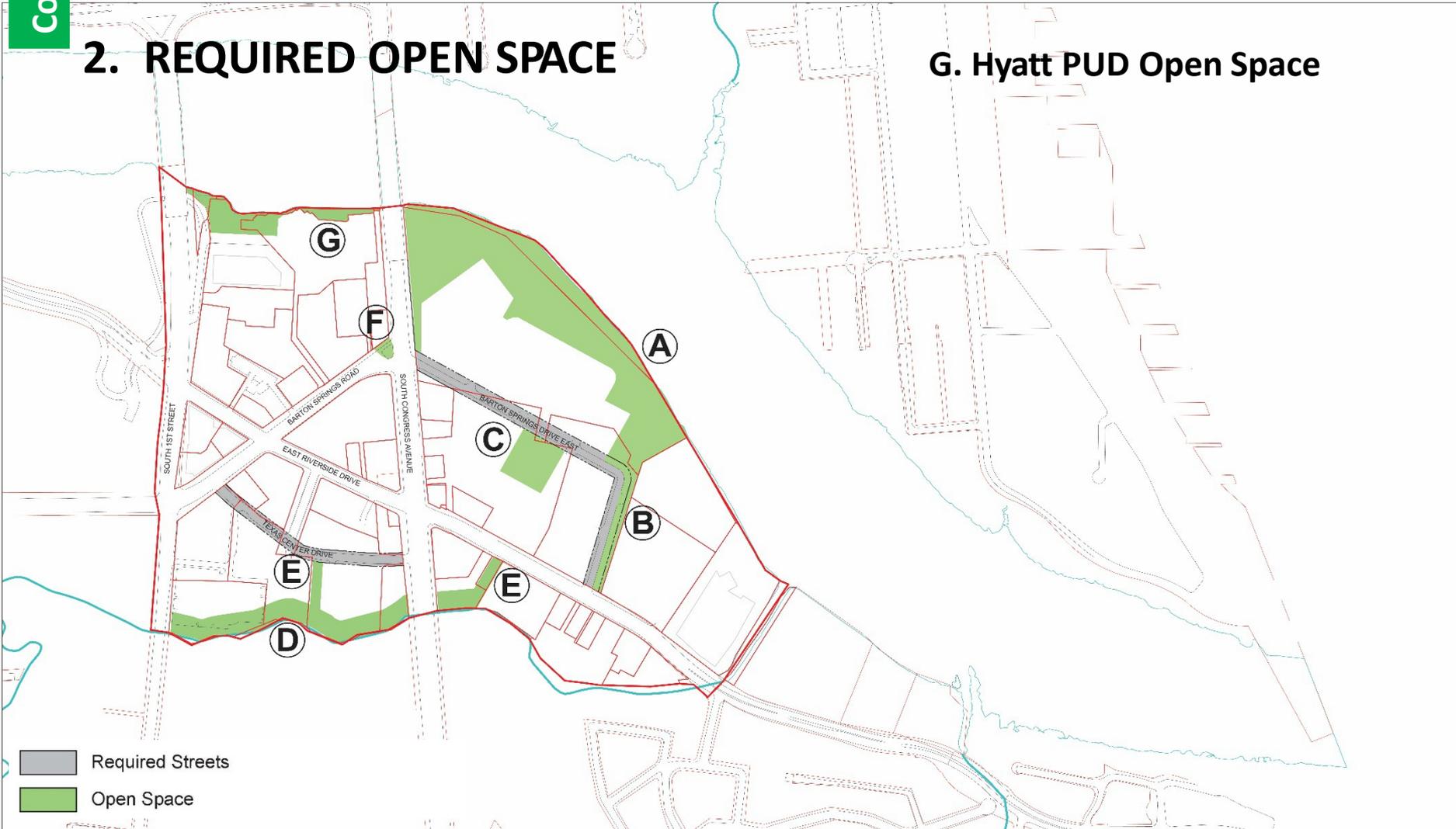
- Removal of Free-Right Turn Lane from Congress Avenue on to Barton Springs Road to Create Plaza.



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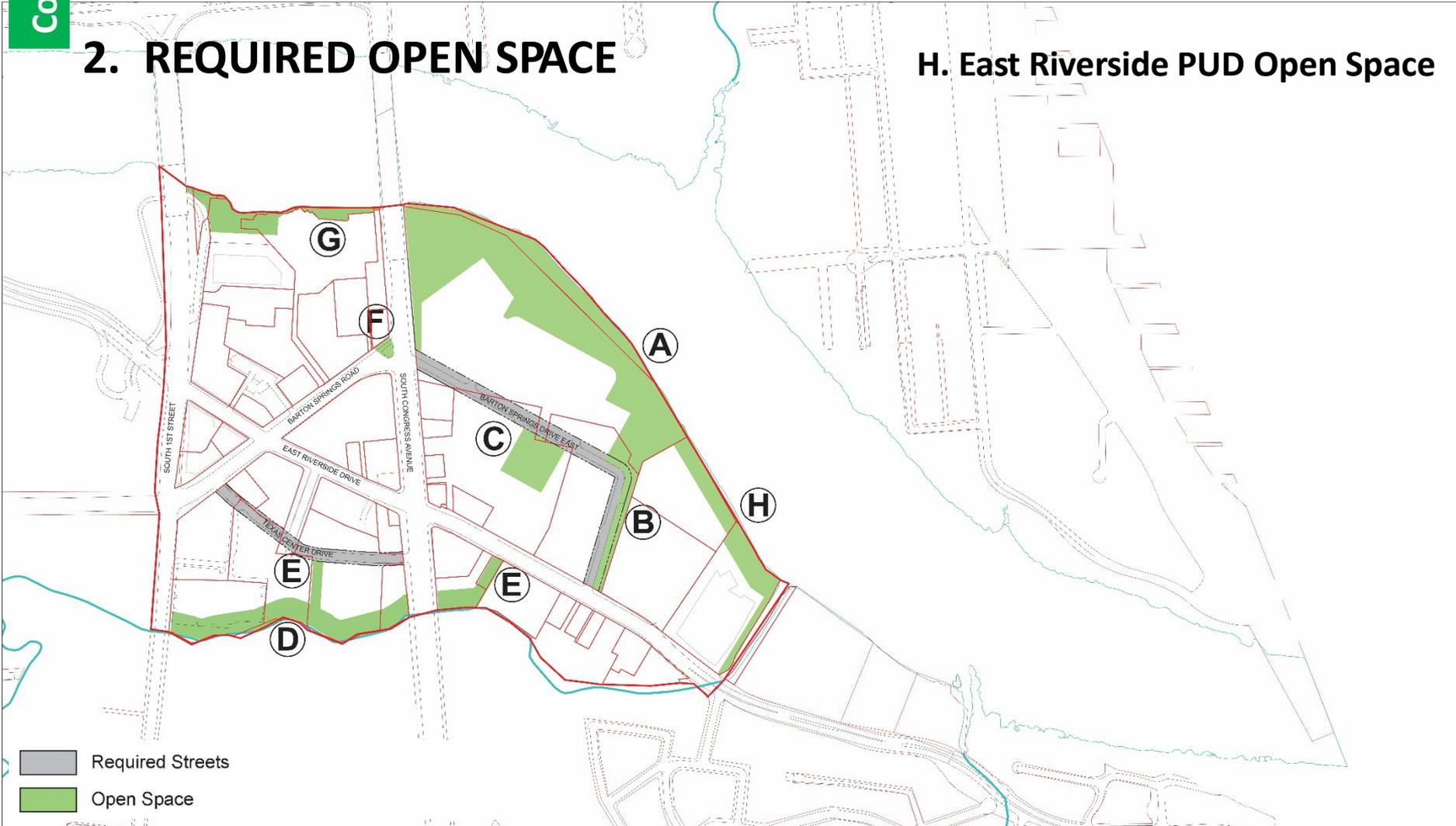
G. Hyatt PUD Open Space



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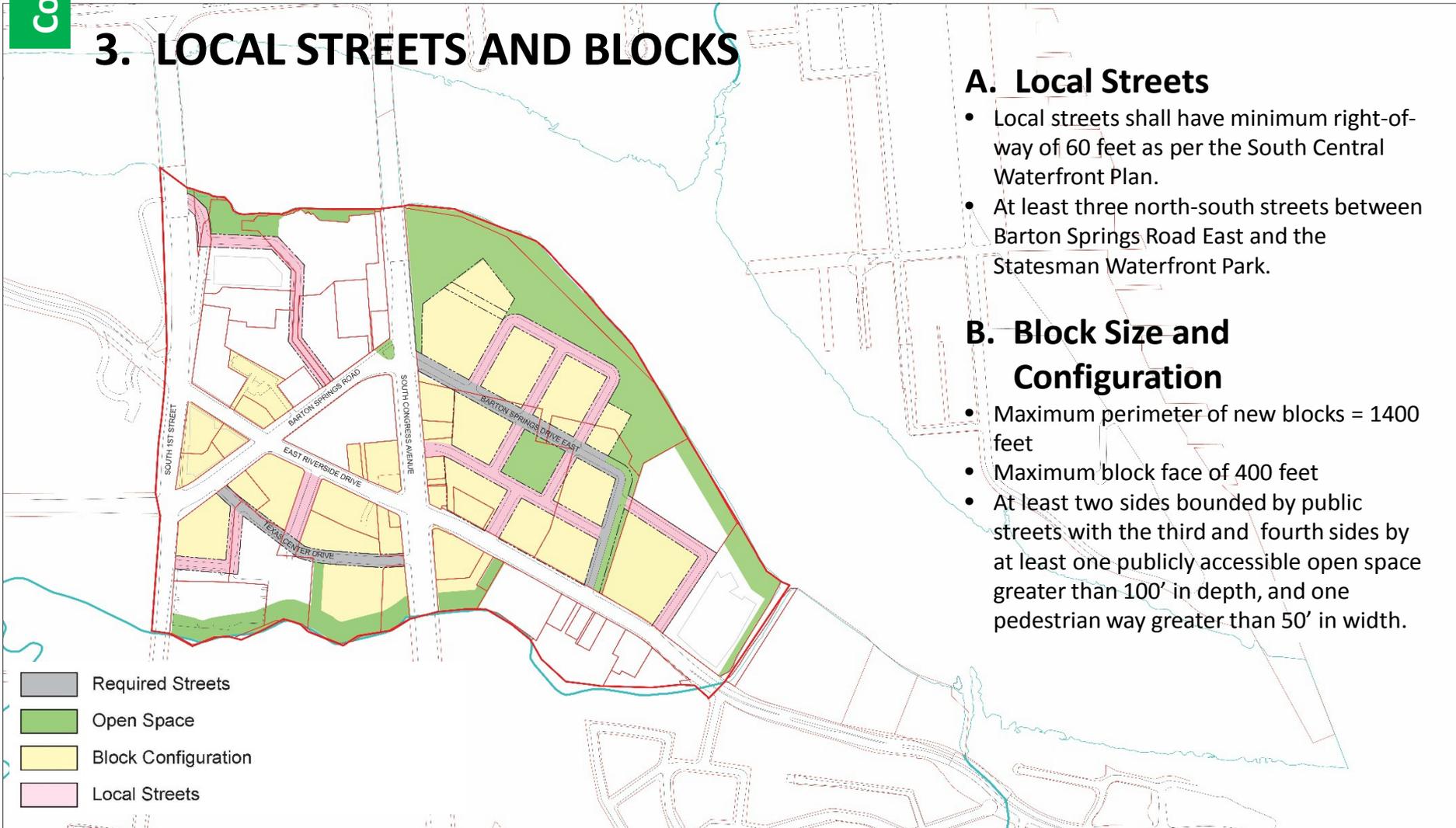
2. REQUIRED OPEN SPACE

H. East Riverside PUD Open Space



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3. LOCAL STREETS AND BLOCKS



A. Local Streets

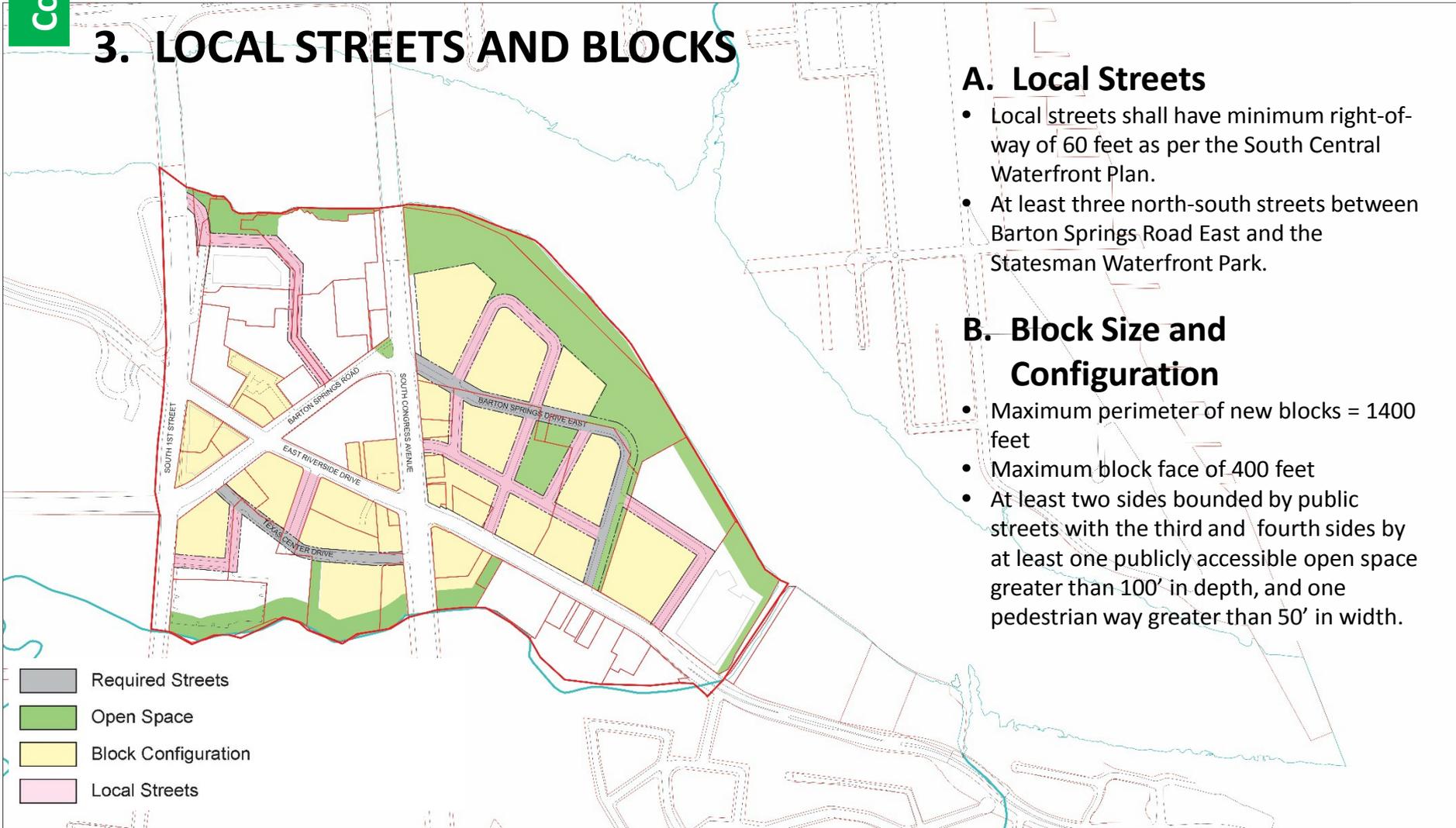
- Local streets shall have minimum right-of-way of 60 feet as per the South Central Waterfront Plan.
- At least three north-south streets between Barton Springs Road East and the Statesman Waterfront Park.

B. Block Size and Configuration

- Maximum perimeter of new blocks = 1400 feet
- Maximum block face of 400 feet
- At least two sides bounded by public streets with the third and fourth sides by at least one publicly accessible open space greater than 100' in depth, and one pedestrian way greater than 50' in width.

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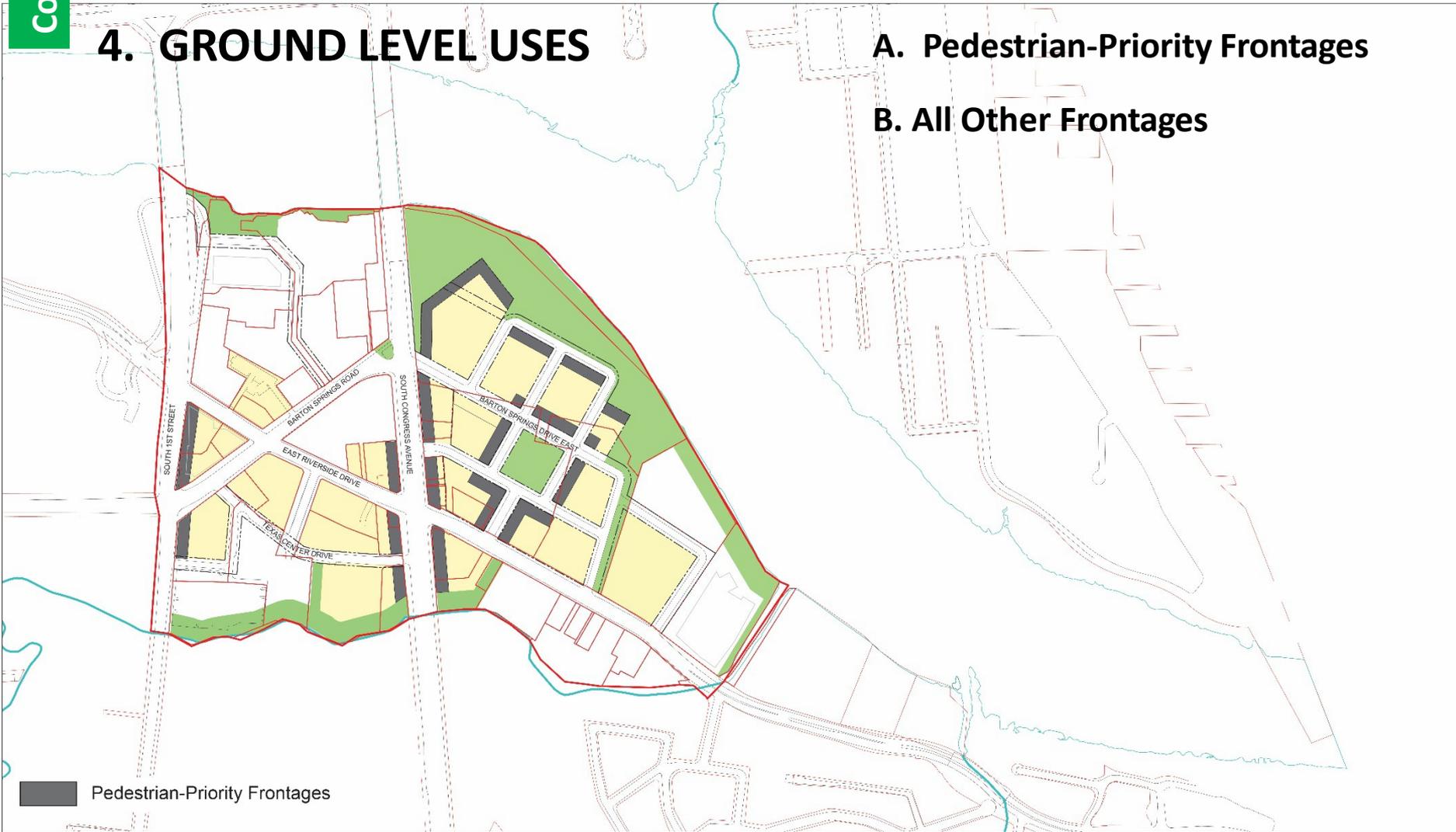
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4. GROUND LEVEL USES

A. Pedestrian-Priority Frontages

B. All Other Frontages



■ Pedestrian-Priority Frontages